

Subject: Markings on Oil Dip Stick**Affected engine models:**

all engine models:

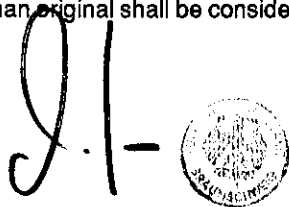
SL 1700
L 1700
L 2000
L 2400

Background information:

There has been trouble in determining the correct oil level. Engines of the same series may be installed in different Aircraft with different pitch and bank attitudes. The minimum and maximum markings on the dip stick are always the same though and apply to perfectly horizontal attitude in both directions.

Priority: without**Compliance:** Depending on the type of aircraft, the tail must be lifted such, that a perfectly horizontal attitude is obtained in both directions, before measuring the oil level. This check may be conducted by any competent person (pilot).

- Caution:**
- A) Modification of the oil level markings on the dip stick to accommodate certain aircraft are not permitted (danger of mistakes).
 - B) Both too low or too high oil levels may lead to a collapse of the lubrication system. (When overfilling the engine with oil, the crankshaft and connecting rods will dip into the oil and cause foaming. The oil pressure cannot be held in this case.)

Remarks: This document has been translated to the best of our knowledge. In case of doubt however only the German original shall be considered authoritative.A handwritten signature in black ink is written over a circular stamp. The stamp contains the text 'LIMBACH - LBA - LIEFERANTEN' around the perimeter and 'Ausweis-Nr. 3906 Klasse 4' in the center.**LBA approved:** 8. FEB. 1990

Bearb.: Limbach jr.

Replaces Edition from:

Page : 1

Gepr.: 

Edition: 01.12.89

of 1 Pages